

**INTERACT'S
TRANSPORTATION PRIORITIES PROJECT
WRITTEN COMMENTS FROM AREA MEETING PARTICIPANTS

CENTRAL**

1. What are your “priority” transportation issues or projects?

1.A.) What are your highest priority transportation related issues or projects concerning your neighborhood or local community?

- *Lack of shoulders for safety (pedestrians, bicycles)*
- *Too many school bus stops, can't pull over or let pass*
- *The road going down Main Street needs to be wider because traffic is way too bad.*
- *Kill C-Tran, light rail. Fix Main Street traffic jam.*
- *Down Main Street, lights back up traffic all day long. Main Street/503 needs more lanes going out of town.*
- *There are never any patrol cars in the area I live in.*
- *Don't really care, my road is 132 Ave – needs asphalt, the pot holes are awful.*
- *Main Street in Battle Ground around 2-5 pm.*
- *In Battle Ground, Main Street seems to always be a struggle, mostly after school and a little later in the day. There are always lots of cars and lots of back up. It takes a long time to get home. This is a problem.*
- *Main Street needs to fix the capacity problem. We need two lanes going through the intersection of Main Street and 503. Something else needs to happen to stop the backup. It takes 20 minutes to make it from Parkway Turon to Fred Meyer. The 219th construction didn't repair the road at all. There are chunks of road missing.*
- *On Main Street and 503 in front of Safeway, needs to be widened. 199th St and Parkway, needs to be a stoplight.*
- *A stoplight where 10th Ave meets 199th St.*
- *At Delta Park when three lanes turn into two – very dumb. Need to expand Battle Ground's roads.*
- *Parkway – many pot holes – speed limit 25?*
- *Main Street between 1:30 – 6:00 pm – too busy, need less lights and more lanes.*
- *Parkway is a problem.*
- *Slow traffic transport through Battle Ground, Main Street. Need more lanes.*
- *Stoplight in Battle Ground, hard to get out of Battle Ground, but easy to get in.*
- *To fix the rough roads and not to fix roads that are okay. Need to get out of school easier and make it so it is not so crowded.*
- *Stop spending more money than is necessary to get projects done. Focus more on priorities rather than just the cosmetics of making it look nice.*
- *Remove the bike sidewalks, widen the roads.*
- *The exit off of Jantzen Beach on I-5 is really bad going north and once you get across the bridge it isn't bad anymore. Through Battle Ground, it takes an hour to get through it and it's a really small town.*
- *Synchronize lights in Battle Ground.*
- *You should stop fixing roads that don't need to be fixed and be smart and fix ones that do need to be fixed.*
- *In Battle Ground, we NEED good traffic signals, ones that are actually timed/linked to one another.*
- *To get public transportation to come out where I live to take people into town, like they used to.*
- *NE 199th St, east of SR-503*
- *Congestion on Main Street*
- *Bus service to North areas (Amboy, Yacolt)*
- *Stoplight at 503/Onsdorf intersection needed*
- *219th interchange needed*

- *There isn't local transportation for people in outer Hockinson area to connect to the arterials, i.e., SR-500, I-5, etc.*
- *East-West through streets in Battle Ground besides Main Street and 199th*
- *Interchange at 219th St and I-5*
- *It sometimes takes 20-30 minutes to get from one end of Main Street to the other (NE Grace to NW 20th Ave) with few or no good alternatives – instead of a well-planned grid. Main Street is a single chute – ridiculous! Why??*
- *Signal light at 199th and 142nd*
- *Widen Main Street in Battle Ground*
- *Eliminate “gridlock” in Battle Ground by improving traffic flow patterns throughout the city*
- *Provide better access to Battle Ground by linking directly to the I-5 corridor in the Duluth area.*
- *Take all the money being wasted on public transportation and spend it*
- *We need shoulders and sidewalks on many county roads, e.g., NE Heisson Road, 199th St, Lucia Falls Road, etc. These roads are dangerous for cars and especially for pedestrians.*
- *I live in Hockinson and I don't think we have any sidewalks. My brother cannot ride his bike anymore because I live on a busy street (119th St).*
- *Biking, walking and jogging paths would be nice.*
- *Improve traffic flow westbound on Main Street in Battle Ground*
- *Improve traffic signal system on Main Street in Battle Ground*
- *Safety*
- *The environment*
- *Widening roads to include shoulders on currently narrow and heavily traveled street – 119th Street*
- *Improving culverts for fish passage*
- *Better East-West traffic through Battle Ground. Beltline highway around Battle Ground – similar to Eugene, Oregon. This would divert traffic from city center and reduce amount of traffic through town.*

1.B.) What are your highest priority transportation related issues or projects concerning travel throughout the Clark County Region?

- *Stoplights not functioning in rhythm, too long waits (too many cars to get moving), not enough lanes. Main Street in Battle Ground needs two lanes going through intersection (now only has one). Left turn lane is mostly empty to light.*
- *Educate people on the difference between fast and slow lanes.*
- *The stoplight at Fred Meyer in Battle Ground blocks all of Main Street after school.*
- *My gravel road needs to be asphalted – the pot holes damage car!*
- *Main Street in Battle Ground*
- *Going to school, there is too much traffic trying to get into BGHS parking lot.*
- *Drop offs of country roads, abrupt edges.*
- *Pretty good all around – rating from 1-10 is about a 7.*
- *Fix more of the roads. Don't raise the gas tax.*
- *Stop wasting road space with bike lanes UNLESS they're off the road. For example, the new bike lane on McLoughlin Blvd. We need to find practical road improvements by asking the public little men. They're smarter than you think.*
- *The roads aren't very good or wide.*
- *Maintain roads.*
- *I live just on the outskirts of Battle Ground. I live almost right by the Heisson Bridge. There used to be a city/public bus that would come out to the bridge and pick people up. What I was wondering is why did they stop coming out there? I don't drive and I need some kind of transportation to and from town. Please could you maybe consider bringing public transportation back to that area?*
- *Citizens' reluctance to approve new taxes poses a significant barrier to building and improving Clark County region's transportation system.*
- *219th Street interchange and corridor*

- *Better or more connections for bus service so that there are fewer cars on the road*
- *Need local systems to travel to various communities*
- *Synchronized traffic lights for more efficient traffic flow*
- *Additional bus service for north portion of county*
- *Planning to minimize situations like the above, bottlenecks, and at the same time preserve neighborhoods and green space – more efficient use of resources.*
- *New East/West freeway connecting Ridgefield to East County and better public transportation system!*
- *Program traffic signals to allow smoother traffic flow throughout the county*
- *Building new highways and expanding currently existing highways and freeways*
- *Public transportation, i.e., bus, light rail*
- *It would be nicer to have less traffic. In California they have toll roads – why can't we have toll roads? The money will also make money for transportation.*
- *Construct an interchange at I-5 and NE 219th St*
- *Improve on/off ramp system/design on I-205 and SR-500 systems*
- *Safety*
- *The environment*
- *Widening roads to include shoulders on currently narrow and heavily traveled streets – 119th Street*
- *Improving culverts for fish passage*
- *Light rail loop from interstate (I-5) bridge to Battle Ground area – to Gateway in Oregon (I-205).*

1.C.) What are your highest priority transportation related issues or projects concerning travel to and from Portland/Oregon?

- *Bottlenecks when traffic is merging to I-5 (transitioning needs to be smoother) around bridges.*
- *My gravel road needs to be asphalt – the pot holes are awful.*
- *Traffic jams near Jansen Beach where exits and entrances to freeway meet traffic.*
- *More HOV lanes – open longer hours.*
- *Slow traffic, unsafe construction work.*
- *I don't see much you can do about it except more lanes, I guess.*
- *It is fine until the afternoon traffic.*
- *I don't think we need a MAX line from downtown Vancouver, to downtown Portland.*
- *Improve river crossing.*
- *Public transportation from Vancouver to Portland should run later or be 24 hours. When I go to Portland to go to a dance club, I have to take the bus because I don't drive. If I miss the buss I have to wait from 1:00 am to 6:00 am in downtown Portland to go home. That is not very safe for a 17-yr old.*
- *Light rail or other high capacity transit*
- *A lot of people work in Oregon and pay income tax in Oregon. Washington state should get some of the revenues from that money.*
- *Requires a few more bridges – I-5 is frequently very crowded and real bottlenecks occur during rush hours.*
- *Additional bridge capacity over Columbia River*
- *Continue to make efficient public transportation more accessible to central and north county – light rail is inevitable – make it work! Also, make bus travel more feasible and flexible – if it takes two hours to get from A to B, people will drive instead.*
- *New bridge to Portland to provide better access to Portland Airport and Portland area. Most of us commute to Portland.*
- *Establishment of a light rail service between Clark County and Portland along the I-5 corridor*
- *Build very bridges with the necessary infrastructure to support the traffic that will use the new bridges*
- *Less traffic!!*
- *Light rail and parking facilities*

2. If additional funds had to be raised for Clark County transportation projects which funding mechanism(s) would you support or vote for? (Please mark your top few choices and feel free to comment)

✓✓	Federal Gas Tax Increase	✓✓✓	Hotel/Motel/Rental Car Services Sales Tax
✓✓✓✓✓✓✓✓	State Gas Tax Increase	✓✓✓	Business License Fee or Employer Fee
✓	Regional Gas Tax Imposed/Increased	✓✓✓✓✓✓✓✓✓✓	Bridge Tolls or other Pay-To-Use (Interstate)
✓✓✓✓	Vehicle Title/Registration Fee Increased	✓✓	Increase Public Transit Fares
	Impose a Fee on Miles Driven by Cars *	✓✓✓✓✓✓✓✓	Public/Private Funding Partnerships
✓✓✓✓✓✓✓✓✓✓	Increase Fees on Truck Weight/Miles Driven	✓✓✓✓✓✓✓✓	Impose/Increase System Development Charges
	Additional Property Tax	✓✓✓✓	Local Improvement Districts
✓✓✓	Additional General Sales Tax		

- *Terrible idea! This tax is punishing people who want to live away from everything (like us in Battle Ground).*
- *Additional general sales tax (in Oregon too!)*
- *Incentives for fuel efficiency with corresponding penalties going to fund transportation. Don't penalize the poor. Also, encourage economic and business development – a difficult but important balance.*
- *Forget MAX, Tri-Met and C-Tran*

3. What are the most important strategies/actions we must take to help the Clark County Region to be more effective at addressing transportation issues and in turn contributing to the region's livability?

- *Reduce the need to travel and commute – jobs and services closer to home.*
- *Put announcement in the Reflector.*
- *More lanes*
- *Make the bad roads better and put lights in to make it safe.*
- *Commute trip reduction, increased gas tax.*
- *Roads need to be good so that businesses will want to settle here. With more business comes more jobs which helps provide more funding to schools. It all works together.*
- *I would prefer to see people taxed on their usage of roads, bridges, etc., instead of everyone taxed more because big trucks, etc., are tearing up the roads.*
- *Joint planning and financing with Portland*
- *Work with Portland metro region to plan comprehensively so we can grow past the scattershot sprawl approach.*
- *Environmental concerns are always foremost – also, how families and communities will be affected by planning decisions – planning to help families and communities thrive.*
- *Connect East and West County with better transportation grid*
- *Bring the issue up more and get people interested and fired up!*
- *Ease traffic congestion at major intersections*
- *Use of traffic accident data to assign priority to the work being done. Leave business out of it.*
- *Publish results of meetings for public, with pros and cons on issues brought up*

4. Is there anything else you would like to contribute/communicate?

- *Widen Main Street.*
- *As the community grows, there are more cars on the road and it makes it harder to get around from here to there. It's very congested and we know we're going to keep growing so we should plan to do something, i.e., bigger lanes, etc.*
- *Don't raise the gas tax. The big truckers make all the damage.*
- *We need to enforce the speed limit on two-lane roads – not because people drive too fast, but because too many people drive too slow (way under the speed limit). This may cause dangerous backup or passing situations.*
- *Don't charge more on public transportation!*
- *The work people who fixed 503 did a fantastic job. The way they altered open lanes from day to day really kept traffic moving effectively. I appreciated it very much (and the road is great!!)*
- *No increase in property taxes!*
- *Move public transportation taxes to support new system*
- *We can't build roads fast enough to keep up with increase in traffic.*

5. What could citizens, stakeholders, jurisdictions and communities in the region do to improve the region's ability to compete for state and federal transportation dollars?

- *Form multiple lobbying groups – groups of citizens from all walks of life.*
- *Elect the right people to the legislature and to the governor's office.*

6. What criteria would be critical for the creating and evaluating of possible local and regional transportation funding mechanisms?

- *Total understanding of the value of the projects to be funded.*

7. What local and regional transportation funding mechanisms would you consider to be preferred?

- *Gas tax*
- *User fees, i.e., toll roads, lanes, etc.*

7.7 Other mobility issues:

- *Bike lanes, for transportation to and from, not necessarily recreational*
- *Public transit for disabled and elderly*

**INTERACT'S
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WRITTEN COMMENTS FROM AREA MEETING PARTICIPANTS

NORTH**

1. What are your “priority” transportation issues or projects?

1.A.) What are your highest priority transportation related issues or projects concerning your neighborhood or local community?

- *Congestion!*
- *I-5 Interchange will be at service level D as soon as several housing developments are complete.*
- *More sidewalks*
- *We need bike and walking trails that are separate from cars and trains, etc.*
- *Improvement of local arterials – 10th Ave, 259th, 29th Ave, 50th, frontage roads*
- *Getting the big trucks off 10th Ave between Deluth and LaCenter at night!*
- *134th St/ I-5 / I-205 interchange improvements*
- *I-5 Ridgefield junction expansion*
- *I-5 junction overpass, exit and entrance ramps*
- *Purchase R.O.W. and planning for long term +20 year needs. Get ahead of growth – fix before problem is a crisis – 269th, 319th & I-5.*
- *Salmon Creek – 134th Street*
- *134th and 179th interchanges and support roads*
- *The 179th/I-5 (Exit 9) node combined with the I-205/I-5 (134th) is a “crisis in progress”. Major development(s) approved/promoted by the County compounds the major interstate and local access.*
- *Non-automobile transportation to Portland/Vancouver and Longview (light rail or bus)*
- *Congestion at I-5/Woodland exit*
- *Live and work in North County. Happy with North County roads.*
- *I-605 west-side bypass*
- *Currently, our local needs are being met. Seniors have a van transportation to stores in town.*
- *The confused intersection at 134th St and Hiways 99/I-5 and I-205 in Salmon Creek area*
- *Getting to school (Vancouver) from home (LaCenter) on time*
- *Traffic on I-5*
- *Battle Ground traffic at 2:00 pm*
- *The trees/bushes overgrowth on the curvy roads in the outlying areas*

1.B.) What are your highest priority transportation related issues or projects concerning travel throughout the Clark County Region?

- *Widening I-205 for three lanes.*
- *Light rail – through Ridgefield – station in Ridgefield (North Clark County)*
- *MAX should cross the Columbia by the I-205 bridge (in the middle?) and our County should build our own “MAX” infrastructure.*
- *Good County arterial system*
- *To see the money well spent!*
- *Increase traffic flow*
- *Westerly alternative route to Oregon – outside the I-5 corridor*
- *More east/west thoroughfares*

- *I-5 bridge*
- *County roads to keep people off I-5*
- *Purchase R.O.W. and planning for long term +20 year needs. Get ahead of growth – fix before problem is a crisis – 269th, 319th & I-5.*
- *Elderly/handicap transportation*
- *179/I-5 and I-5/I-205 – Salmon Creek areas*
- *Travel into Battle Ground area*
- *North County roads are good. Any improvement elsewhere should be paid by people who live in those areas.*
- *Locating a place that sells bus passes was initially difficult. I did locate the transit center at the Vancouver Mall, but buying tickets is not convenient when catching the bus in Salmon Creek.*
- *Development of facilities that promote alternative modes of transportation in lieu of the traditional one person/one car philosophy.*

1.C.) What are your highest priority transportation related issues or projects concerning travel to and from Portland/Oregon?

- *I-5, I-205*
- *Widening I-5 Alberta to Jantzen Beach*
- *Light rail*
- *Commuter rail – north and south*
- *Third bridge*
- *New rail bridge*
- *Light rail – going to where people travel – airport – Lloyd Center downtown*
- *Another bridge*
- *We need light transit here*
- *Westerly alternative route to Oregon – outside the I-5 corridor*
- *None – I don't go there unless I want to – people have choice – why should I pay for that choice?*
- *Safety – on ramps – Camas freeway onto 205 North.*
- *North Portland – Columbia Blvd entrance*
- *If we fix flow into Portland, we export our primary resource – people.*
- *Salmon Creek area has major issues and should be noted as one of County sub-areas*
- *Non-automobile transportation to Portland/Vancouver and Longview (light rail or bus)*
- *Bottleneck situations, e.g., at Delta Park*
- *Get people who work in Oregon to move to Oregon.*
- *Delta Park two-lane*
- *Negative effect of the HOV lane*
- *I believe that Clark County needs to build a light rail compatible with Portland's. During my time living in Portland, the light rail was more enjoyable/feasible than the bus lines. With large amounts of Vancouver citizens commuting to Portland, a light rail cycling from Portland to Salmon Creek, going up and down I-5 and I-205, would provide commuters a smooth transportation system.*
- *The heavy rush hour volumes over the Columbia River.*

3. If additional funds had to be raised for Clark County transportation projects which funding mechanism(s) would you support or vote for? (Please mark your top few choices and feel free to comment)

✓✓	Federal Gas Tax Increase	✓✓✓✓	Hotel/Motel/Rental Car Services Sales Tax
✓✓✓✓✓	State Gas Tax Increase	✓	Business License Fee or Employer Fee
✓✓✓	Regional Gas Tax Imposed/Increased	✓✓✓✓✓	Bridge Tolls or other Pay-To-Use (Interstate)
✓✓	Vehicle Title/Registration Fee Increased	✓✓	Increase Public Transit Fares
✓✓	Impose a Fee on Miles Driven by Cars	✓✓✓✓	Public/Private Funding Partnerships
✓✓✓✓✓	Increase Fees on Truck Weight/Miles Driven	✓✓✓	Impose/Increase System Development Charges
	Additional Property Tax	✓	Local Improvement Districts
	Additional General Sales Tax		

- *Regional sales tax for specific projects*
- *We do not need any new tax, we need better use of money we already have.*

4. What are the most important strategies/actions we must take to help the Clark County Region to be more effective at addressing transportation issues and in turn contributing to the region's livability?

- *Think outside the box*
- *Think new and innovative forms of transportation*
- *Think "local rail!"*
- *High priority – problems need to be solved, not just talked about*
- *We need to impose a gas tax either locally or statewide, to fund new and various ways to "get around" – use bikes, feet, etc.*
- *Take the politics out of planning – college training without practical knowledge is unacceptable.*
- *Must integrate growth (business, housing) with transportation*
- *Get rid of the idea that more lanes on I-5 will solve anything! Forcing all traffic down one route will cause more congestion – not less.*
- *Listen to the voters*
- *Local public input*
- *Build arterials to keep traffic off I-5. 10th Ave, 31st/45th in Ridgefield*
- *Pro-active and integrated planning*
- *Construction of better thoroughfare traffic patterns (i.e., why does SR-500 have stoplights everywhere?)*
- *Move state money out of the Puget Sound area and out to the rest of the state, such as long-term bonds which are due longer than the life of the ferrys they purchased.*
- *Educating people who do not use public transportation about its ease, expense, availability, and other benefits.*
- *Continue with an open public process*
- *Air quality*

4. Is there anything else you would like to contribute/communicate?

- *I-5 through Clark County and Portland has a great effect on this region. This makes transportation issues very complex and important.*
- *If we take care of local transportation issues, it will help the overall transportation issues.*

- *Light rail is the way to go in my opinion IF it can be connected to small local population centers.*
- *Money amounts need to relate to impacts of various solutions. We DO NOT want any kind of airport near us!*
- *We need to align funding with the type of tax, the impact those who pay have on the systems.*
- *Transportation revenue needs to be spent on transportation only.*
- *Transportation money should be spent on transportation only*
- *Need to add to this cost savings section – 1) sales tax on road and other projects should NOT be allowed; 2) prevailing wage increases cost of projects unnecessarily.*
- *Make sure when you are talking growth that you are specific to population. When talking tolling – peak hour only or at all times? What about something on Transportation Demand Management and TSM?*
- *Clark County lost credibility on transportation with the amphitheatre.*
- *Besides “market” standards, what quality and cost systems are needed to evaluate construction performances?*
- *No light rail into Clark County, we cannot afford it.*

7.8 Other mobility issues:

- *Transportation for blind/VI*
- *We need bike trails and walking trails to unify our local areas.*
- *Bike lanes, sidewalks/pathways, wider shoulders on county roads*
- *More bike paths, walking trails, and senior/disabled transport*
- *Alternative westerly route to Washington County*
- *Pedestrian sidewalks, crosswalks – working with transit to place stops near crosswalks*
- *Public transit in more rural areas*
- *Bike lanes and pedestrian sidewalks/pathways*
- *Transit for disabled/elderly*
- *Bike lanes concern (4); priority (4)*
- *My concern is that there needs to be continuing development of facilities (bike lanes and bike parking) to promote bicycling as a safe and practical alternative to cars.*

8. How should we deal with growth in the Clark County region?

- *Encourage the right kind of growth*

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SOUTHEAST**

1. What are your “priority” transportation issues or projects?

1.A.) What are your highest priority transportation related issues or projects concerning your neighborhood or local community?

- *Public transit for disabled and elderly*
- *Buses, sidewalks, bike paths*
- *More buses to rural areas*
- *Handicap and elderly being able to get on and off buses*
- *More covered bus shelters*
- *I'm concerned about repairing sidewalks, and adding more curb ramps*
- *Better, more flexible CVAN rides*
- *Safe and efficient travels and access to areas in and around city and state. Transportation needs improvement – I guess that it will.*
- *Speeding on Washougal River Road – loud cars!*
- *Choices in transportation alternatives. Current efforts appear focused (almost) exclusively on the personal automobile. Given time, we won't even be able to breath the fouled air. It would be helpful, for example, if stores and businesses offered bicycle parking; or that pets (dogs) could travel on the bus; or stores had kiddie play areas (e.g., Fred Meyer).*
- *Streets need traffic calming and signals need to be synchronized.*
- *All streets (new) need bike paths/sidewalks to be made pedestrian-friendly.*
- *More frequent and better time connections on bus stops, especially in neighborhoods.*
- *Moving traffic without affecting neighborhood living and quality of life.*
- *Need for crosswalk at SR 500 and 8th (i.e., “C” Street)*
- *The transport of wood chips on three sides of the neighborhood*
- *Use of jake brakes by trucks on SR-14*
- *Speeding on SR500 between Union and BNSF track overpass*
- *Escape routes*
- *Volume*
- *Safety for all*
- *Traffic flow timelines – keeping it timely*
- *Better management of funds*
- *Maintain current roads*
- *Improve infrastructure*
- *Hwy 14, through Camas-Washougal! The safety part of it, cut down on areas coming onto Hwy 14 in the Washougal area.*
- *Bridge from East County to Gresham area*
- *Traffic congestion – I live off 164th in East Vancouver and it takes 2-3 light cycles to get through the intersection.*
- *Red light running – another up and coming problem that needs to be monitored.*
- *Plan for anticipated growth*
- *After spending money for the 192 interchange, why is the Vancouver portion (North section to Wafer Tech) without funds until 2004 or 2005? Believe they have spent their income and granted future incentives to the Esther Park area and don't have enough left to every provide basic services.*

1.B.) What are your highest priority transportation related issues or projects concerning travel throughout the Clark County Region?

- *More overpasses on SR 500*
- *Bike paths, walking paths, sidewalks, safe crosswalks, more covered lighted bus shelters, more frequent buses*
- *Freeway system to northeast (central) from southeast and north.*
- *Funding of infrastructure by developers (that create additional need)*
- *Rush hours increasing*
- *Heavy traffic areas not controlling growth*
- *Good roads*
- *Public transportation*
- *Safety*
- *Timelines – traffic flow, getting it timely*
- *Better planning. Hwy 500 was built with too many steps.*
- *Access off of West Prune Hill, but also easy movement through area of East Vancouver and Camas.*
- *Ease congestion*
- *Suggest you look at the number of bridges in the Richland, Pasco, Kennewick area and realize what is needed here.*

1.C.) What are your highest priority transportation related issues or projects concerning travel to and from Portland/Oregon?

- *Delta Park Bottleneck*
- *Portland is far ahead in offering and promoting alternative transportation modes, e.g., good bus and light rail schedules, bike trails, bike parking options, pedestrian walkways.*
- *We need mass transit (i.e., light rail) to move more people. HOV lanes can work.*
- *Would like a light rail to connect to Portland. Taking a bus from Camas to Vancouver (much less Oregon) is VERY time consuming.*
- *Public transportation*
- *Volume capacity*
- *Need light rail near both bridges*
- *Build a third bridge*
- *No (government) taxpayer subsidized transportation!*
- *Bridge from East County to Gresham area*
- *More roads are not the solution. More efficient use of transportation is required. Carpooling, HOV lanes, effective park & rides.*
- *A new bridge at 192nd or 164th interchanges across the Columbia*
- *Installing MAX across the I-205 bridge and up I-205.*
- *Obtain a bi-partisan Trans. Com. (EAST and WEST) that think of something besides light rail and downtown Vancouver.*

2. If additional funds had to be raised for Clark County transportation projects which funding mechanism(s) would you support or vote for? (Please mark your top few choices and feel free to comment)

✓	Federal Gas Tax Increase		Hotel/Motel/Rental Car Services Sales Tax
✓✓✓	State Gas Tax Increase	✓	Business License Fee or Employer Fee
✓✓✓	Regional Gas Tax Imposed/Increased	✓✓✓	Bridge Tolls or other Pay-To-Use (Interstate)
✓	Vehicle Title/Registration Fee Increased	✓	Increase Public Transit Fares
✓✓✓	Impose a Fee on Miles Driven by Cars	✓✓✓	Public/Private Funding Partnerships
✓✓	Increase Fees on Truck Weight/Miles Driven		Impose/Increase System Development Charges
✓	Additional Property Tax	✓✓	Local Improvement Districts
	Additional General Sales Tax		

- No tax increases
- Federal funding

5. What are the most important strategies/actions we must take to help the Clark County Region to be more effective at addressing transportation issues and in turn contributing to the region's livability?

- Just building more roads, or wider roads, will not solve our transportation problems. We need, as a community, to be educated on the true cost (in terms of infrastructure, building roads, maintenance costs, pollution values – bus vs. car vs. light rail, etc., society costs) traveling in cars to move around the county really costs us.
- Growth planning
- Continue to hold public forums and speak with officials
- Cooperative planning between Oregon and Washington
- State funding from licenses, registration
- Promote park & rides, HOV, and carpooling
- Put local traffic community above interstate traffic
- Put emphasis on decreasing I-5 traffic by a) new bridge(s); b) utilize I-205 better – costs would be lower – reserve right of way now before it gets built up; c) new N-S route (192nd) combined with a new bridge; d) elect new people to make these decisions.

4. Is there anything else you would like to contribute/communicate?

- Citizen input on relevant issues regarding transportation is a good thing. These integrated approaches to the planning of contemporary issues are vital to the democratic process. I will be thinking on those particulars encountered tonight, and will continue to pay attention to the process. It is apparent that the trend towards growth makes these types of processes essential to good decisions within our government.
- I have a car and use it daily. My preference is to not be required to drive but to be able to use public transportation. Bus routes and travel times must be improved to make it an efficient use of time.
- As far as recreational activities, I am looking for places to rollerblade. I often have to go to Portland to rollerblade.
- Transportation priorities have been heavily influenced by the Mayor of Vancouver (and Council) to have everything to benefit downtown Vancouver. The Transportation Committee was stacked so that any project to the East was not considered. It is impossible to put light rail through the I-5 area without spending a fortune.
- I would attend meetings but we prefer not to drive at night. How about daytime meetings?

7.9 Other mobility issues:

- *Disabled/elderly – concern (4); priority (4)*
- *Bike lane or wider shoulders on roads*
- *Bike paths and bike lanes: safety*
- *Sidewalks, safe sidewalk crossings, more covered transit stops*
- *Street naming convention → sucks!*
- *School buses*
- *Worse paths along roads – need wide shoulders for walking*
- *Bike lanes to connect across the county*
- *Disabled/elderly/rural*
- *Transportation from schools to other community areas, i.e., school routes, safe bike lanes*
- *Bike lanes*

7.10 Compared to other regions in the state, how is the Clark County Region doing at getting its fair share of funding from State and Federal sources?

- *Input to Camas acknowledged but usually ignored.*
- *Input options have been available through various meetings.*

INTERACT'S TRANSPORTATION PRIORITIES PROJECT WRITTEN COMMENTS FROM AREA MEETING PARTICIPANTS SOUTH CENTRAL

1. What are your “priority” transportation issues or projects?

1.A.) What are your highest priority transportation related issues or projects concerning your neighborhood or local community?

- *Transportation to Portland would be a most important priority for me. Light rail from Fisher's Landing would be a dream and ENVIRONMENTALLY responsible.*
- *Congestion affecting our quality – too many trucks*
- *I've noticed new paving in some of our neighborhoods when the streets were perfectly fine.*
- *Quality public (bus or light rail) transportation that is easy to access*
- *Well-timed traffic lights to keep traffic moving*
- *East/west corridors across county – starting from SR 500 going north*
- *No light rail*
- *When improving transportation, there is often destruction of neighborhoods – there should be no displacements of homes with improvements to our system.*
- *Multi-modal transportation options. Right now Clark County residents are virtually locked to their cars. (Think mass transit, bikes, pedestrians.)*
- *Pedestrian / bicycle / child safety*
- *Coordinating zoning, growth and transportation infrastructure*
- *Traffic calming, safe (and pleasant) walking areas*

- Continuation of general aviation airports in region – contact aircraft owners and pilots association (www.aopa.org)
- Keeping up with growth
- Sidewalks
- Public transportation
- Better planning to place residences near services

1.B.) What are your highest priority transportation related issues or projects concerning travel throughout the Clark County Region?

- *I'm very concerned about the environment. We are destroying it and we don't need more roads, buses, bridges or lanes.*
- *No matter where you live in the county, public transportation should be easy to access, especially for elderly/disabled.*
- *Public transportation until 10 pm on Sundays*
- *The issue of light rail is a hot topic – the improvement of existing public transportation is more important*
- *Multi-modal transportation options. Right now Clark County residents are virtually locked to their cars. (Think mass transit, bikes, pedestrians.)*
- *Improving freeway access*
- *Addressing safety on major arterials. Highway 99 is horrible, Highway 500 is bad.*
- *Keeping up with growth*
- *134th Street*
- *Transportation for those who cannot afford private vehicles*

1.C.) What are your highest priority transportation related issues or projects concerning travel to and from Portland/Oregon?

- *I have noted the congestion increasing exponentially. I ride the bus from Fishers to Rose Park as often as possible.*
- *Would love to have light rail across the bridge.*
- *Build light rail to link to Portland's system to help reduce congestion. Pressure Portland to use some of the taxes paid by our commuters to benefit their transportation needs.*
- *Effective transport at all hours to the airport and downtown*
- *Not knowing how long it takes to cross I-5 bridge due to congestion*
- *Transportation demand management*
- *Travel across the bridges. Maintenance of bridges. Light rail installed east and west.*
- *Fee to cross bridges to fund a third bridge*
- *Light rail across river*
- *Consider that if nothing changes, things will only get worse*
- *I-5 bridge widening*
- *Delta Park*
- *Light rail*
- *Need additional mass transit options (i.e., light rail).*

4. If additional funds had to be raised for Clark County transportation projects which funding mechanism(s) would you support or vote for? (Please mark your top few choices and feel free to comment)

✓✓✓	Federal Gas Tax Increase	✓	Hotel/Motel/Rental Car Services Sales Tax
✓✓✓✓✓✓	State Gas Tax Increase	✓✓	Business License Fee or Employer Fee
✓✓✓✓✓	Regional Gas Tax Imposed/Increased	✓✓✓	Bridge Tolls or other Pay-To-Use (Interstate)
✓✓	Vehicle Title/Registration Fee Increased	✓	Increase Public Transit Fares
✓	Impose a Fee on Miles Driven by Cars	✓✓	Public/Private Funding Partnerships
✓✓	Increase Fees on Truck Weight/Miles Driven	✓✓✓	Impose/Increase System Development Charges
✓✓	Additional Property Tax	✓✓	Local Improvement Districts
✓✓	Additional General Sales Tax		

- *Something that would tax those who use the roads the most. Impact fees for development and gas taxes. Less charge for public transportation because that is a desired behavior.*
- *Regional tax will keep 100% of dollars. Have user fees – miles driven, tolls.*

6. What are the most important strategies/actions we must take to help the Clark County Region to be more effective at addressing transportation issues and in turn contributing to the region's livability?

- *I wish I had a great suggestion that would communicate that our quality of life and environment is determined by how we address transportation. It's the lynch pin!*
- *Need more attention paid to our quality being affected by so many trucks.*
- *Convince the public of the need for light rail.*
- *Get rid of our incumbent legislators, who are largely responsible for messing up our transportation funding.*
- *Find adequate funding*
- *Designate "open space" or agricultural for industrial/commercial development with eye to creating efficient transportation infrastructure*
- *Work with Metro, U.S. representatives, since this involves two states*
- *Trying to find a balance between what we need and what resources we have. It is hard to make everyone happy, but we need to remember what our priorities are.*
- *Funding*

4. Is there anything else you would like to contribute/communicate?

- *CVAN and Medicaid transportation guidelines have gotten so tight that they are inhibiting the provision of service. Many disabled have quit using it, because they have to wait too long for return rides.*

7.3 & 7.4 Transportation Capacity/Congestion throughout Clark County & Transportation Capacity, Congestion, Maintenance, Safety to/from Oregon:

- *Need to have on and off ramps at 9th, 18th St and Burton Rd off of I-205 – very important to ease congestion.*

7.10 Other mobility issues:

- *Rural areas have been hurt by the cuts resulting from I-695. This is particularly difficult for low-income people.*
- *Elderly and disabled people depend on public transportation to get around. Some have no other means to get to doctor appointments, shopping, etc. Since the cuts from I-695, this has been drastically cut back.*
- *Low-income people rely more than most on public transportation, yet the bus service stops at 8:00 pm since the cuts from I-695, making it difficult or impossible for them to get to and from jobs.*
- *Better, more flexible CVAN rides*
- *I'm concerned about repairing sidewalks, adding more curb ramps, and transit for disabled.*
- *Transit for disabled and elderly*
- *Buses and sidewalks*
- *Bus transportation to rural areas*
- *Handicapped and elderly being able to get on and off buses.*
- *More covered bus shelters*
- *More buses in rural areas*
- *Bike lanes – low priority*
- *Sidewalks*
- *Getting the infrastructure common throughout the entire city instead of such a hodge podge*
- *Bike mobility & pedestrian mobility*
- *Pedestrian safety*
- *Mobility access to public transportation*
- *Walkways within greenways*
- *Bike lanes, sidewalks, curb cuts, school routes*
- *Sidewalks and pedestrian concerns throughout the city*
- *Sidewalks, bike lanes, kids safety*
- *General aviation (contact www.apoa.org)*
- *Funding*

11. If we have to raise additional taxes / fees for the transportation system they should mostly be implemented and collected:

- *Clark County should be getting a bigger share of the regional money that is coming from D.C. to Portland and Seattle.*

13.6 & 13.7 Leverage State Legislative Delegation and State Lobbying Efforts & Leverage US Congressional Team and Federal Lobbying Efforts:

- *Very important to get our fair share of funding at state and federal level*

**INTERACT'S
TRANSPORTATION PRIORITIES PROJECT
WRITTEN COMMENTS FROM AREA MEETING PARTICIPANTS

SOUTHWEST**

1. What are your “priority” transportation issues or projects?

1.A.) What are your highest priority transportation related issues or projects concerning your neighborhood or local community?

- *Safety – speed – for pedestrians & drivers*
- *Traffic calming devices – sidewalks*
- *Patrol (speed, etc.)*
- *Road expansion through downtown Battle Ground*
- *Mass transit*
- *Growth - with all the new housing developments being built in Ridgefield, I would like to know if any plans are being discussed.*
- *Questions about fees – new development/businesses have to pay for transportation issues.*
- *None. We would like to see less construction in our area. It seems impossible to travel most places without encountering road work.*
- *88th Street & Andresen to I-205 – Hadden Wetlands – drainage problems*
- *Adequate parking re: “Costco”*
- *In Central area, bike lane/paths/trails would help tremendously where population is verging on urban in places but we have good rural car roads. Eliminating/covering ditches to allow walking to schools or county transit would allow some alternative.*
- *Safety – need for a grid system within the neighborhoods*
- *Remove all fees from public transit*
- *HOV sponsorship fee/tax for public transportation*
- *Sponsor a bus rider*
- *Too many two-story homes are built northeast of Vancouver and how will that take tax to pay a year and upkeep of the land?*
- *Crosswalks and shuttles*
- *Bike lanes should be able to accommodate electric mobiles for us too.*
- *Lights are too fast for walk signal at crosswalks. You can't get half way across street until light changes to “don't walk”.*
- *No light rail in Clark County*
- *Increased safety/mobility on bus stops, downtown bus mall*
- *I do not want to build more roads!!! I want to keep maintaining the roads we have.*
- *Improving transit service (regional – rail; and local headways)*
- *Multi-modal facilities (more)*
- *Users pay directly for use (congestion pricing, tolls, etc.)*
- *Fourth Plain west of I-5 – change to 3-lane + bike*
- *Downtown revitalization / maintenance*
- *Improved pedestrian access and sidewalks for pedestrians, school kids and bikers*
- *Public bus to Amboy (small one) – I use bus to Portland*
- *Pedestrian-friendly access (pleasant experiences)*
- *Bicycle access/safety*
- *My neighborhood needs a footbridge across I-5, near Vancouver Barracks.*
- *Locally, my neighborhood needs light rail across the Columbia to Portland.*

- *Preserving older neighborhoods that were put on a “slum track” by increasing capacity on formerly two-lane residential streets, e.g., Mill Plain, 4th Plain, Grand.*
- *Delta Park in Portland. Two times last month I had to travel to Portland in morning traffic (7:00 am) and the only traffic problem I had was in Delta Park in Portland and it was BAD.*
- *Get 219th Street interchange with I-5 highway*

1.B.) What are your highest priority transportation related issues or projects concerning travel throughout the Clark County Region?

- *Planning and anticipating needs*
- *I’d like to see trucks be required to use I-205 from 134th to Portland instead of I-5 to help decrease traffic on I-5 bridge.*
- *Finish expansions currently underway, or on the regional priority list.*
- *Mass transit*
- *Areas such as Salmon Creek and Cascade Park. The massive development (particularly businesses) need to not happen again.*
- *The I-5, I-205, Hwy 99, 139th Street area is an absolute mess and an example of very poor transportation planning. You would think that with the amounts of tax payer dollars being spent on transportation committees, planning meetings, that we wouldn’t have such lousy outcomes.*
- *Safety – grid system within neighborhoods to help keep traffic off major arterials*
- *Free shuttles in town*
- *Should raise more money by taxing cigarettes and alcohol*
- *No light rail in Clark County*
- *Congestion along the I-5 corridor – not really an issue you can address, considering it involves more than transportation, it involves more industrial vs. commercial business placement.*
- *Poor sidewalk network*
- *Pending transit cuts (no service)*
- *Over building road/intersection capacity*
- *I-5 bridge impact area*
- *219th St interchange to I-5*
- *Light rail*
- *Separate trucking route to industrial area around Vancouver lake*
- *The biggest thing that could help transportation in our region is light rail from WSU-Vancouver to Portland and also to East Clark County.*
- *Stop building auto-required developments*
- *Set traffic lights so you don’t have to sit too long at an intersection where traffic one way hardly has any, and the other has lots. Other than that, traffic is livable.*
- *Better connection with local roads to main highways, getting through Battle Ground east to west*

1.C.) What are your highest priority transportation related issues or projects concerning travel to and from Portland/Oregon?

- *Education to support and use public transit*
- *N-S light rail – bring it – we need it! I’ll help pay for it!*
- *Public involvement with commuters, is there a specific plan to survey people who live in Vancouver and work in Portland.*
- *Mass transit*
- *Carpooling incentives*

- *We believe that the Delta Park area should be the number one priority for the region (I-5 Portland). To us that means a widening of the southbound freeway – adding at least one lane and developing and constructing more efficient and safe entries and exits to/from freeway.*
- *Public transportation – better understanding of Portland’s part to fix the I-5 Delta Park problem*
- *Keep roads passable*
- *Public transit (rail, bus)*
- *Bicycle access*
- *Bike lanes*
- *Need new bridge on west side – do not tear down existing historic bridge*
- *Bring in more buses and Max lines to Vancouver*
- *I want light rail now. It will eventually come, and it will quite obviously be less expensive to do it now.*
- *Provide fast/convenient rapid transit (bus, rail, ferry)*
- *Do not build another publicly funded bridge (private okay)*
- *Both Vancouver and Portland should join together as a joint authority (like NY and NJ) to fund their regional freight/bridge needs!*
- *I-5 bridge*
- *Light rail*
- *Increase number of jobs in Washington*
- *Commuter Amtrak (regular & rapid)*
- *Light rail, and a truck and business transportation bridge from Port to Port (Vancouver to Portland)*
- *I-5 downtown to PDX by public transit*
- *Delta Park. The only traffic tie-up in the area is Delta Park and BIG BROTHER Portland will not fix it. They want to force light rail DOWN OUR THROATS.*
- *We need another bridge across Columbia.*

5. If additional funds had to be raised for Clark County transportation projects which funding mechanism(s) would you support or vote for? (Please mark your top few choices and feel free to comment)

✓	Federal Gas Tax Increase	✓	Hotel/Motel/Rental Car Services Sales Tax
✓✓✓✓	State Gas Tax Increase		Business License Fee or Employer Fee
✓✓	Regional Gas Tax Imposed/Increased	✓✓✓✓	Bridge Tolls or other Pay-To-Use (Interstate)
✓✓✓✓	Vehicle Title/Registration Fee Increased		Increase Public Transit Fares
✓✓✓✓	Impose a Fee on Miles Driven by Cars	✓✓✓✓	Public/Private Funding Partnerships
✓✓	Increase Fees on Truck Weight/Miles Driven	✓✓✓✓	Impose/Increase System Development Charges
	Additional Property Tax	✓✓	Local Improvement Districts
	Additional General Sales Tax		

- *None of the above. The increase in population and vehicles means more dollars collected through gas taxes. There is a difference between inflation and costs and we do not feel that costs have been prudently added. One example... HOV on I-5...*
- *Gas tax increase*
- *Imposing fee on car miles driven: I would support this but it is not practical.*
- *The bond suggestion would still require a source of funding – therefore, does not seem to be a comparable option.*
- *Stop spending money that you don’t have – we are in a recession NOW and people are losing jobs and homes.*

7. What are the most important strategies/actions we must take to help the Clark County Region to be more effective at addressing transportation issues and in turn contributing to the region's livability?

- *Light rail to Portland*
- *Continue going out into the public.*
- *(Oren & Carol Floyd) "Remember" – see below (under "Oren & Carol Floyd"). My comments in #4 below may seem to stray from transportation, but transportation is not an isolated expense to taxpayers. Transportation is competing for taxpayer dollars. Taxpayers are being taxed by many taxing authorities and any single tax by itself may be bearable. However, it's the aggregate of taxes that impact our standard of living and we believe we can live with the federal, state and local taxes, grudgingly, and we are not going to support new or increased taxes and fees.*
- *Educate the public on light rail*
- *More local jobs/businesses – would increase tax base for transportation improvements*
- *Preserve historic areas and neighborhoods – do not "run over" neighborhoods to "improve" livability.*
- *Locally fund all transportation options by users directly.*
- *Integration of planning efforts between subjects (i.e., land use) and jurisdictions (local, state, federal).*
- *Alternate truck route – give heavy trucks better access to industrial area and better safety in downtown/residential areas.*
- *Get rid of the incompetent state legislators who are too cowardly to face and address the issues – Dunn, Mielke, Boldt, Zarelli and Benton.*
- *Make sure that auto users pay for the roads they use.*
- *Start for once to live with what money you have, not tax us to DEATH just because it would be nice to have. People are losing jobs left and right, and you want to dream up super roads...*

4. Is there anything else you would like to contribute/communicate?

- *Concern over paving sidewalks around public schools in rural/county areas – safety for pedestrians*
- *Education/law enforcement related to vehicle drivers in relation to pedestrians*
- *Expand public transportation to WSU Vancouver and reduce traffic on Salmon Creek Blvd.*
- *(Oren & Carol Floyd) – We are not buying into more funding. We now pay in federal, state and local taxes (and fees) more than 50 cents on every dollar of income we have. What we need is an effort to reduce taxpayer costs by more efficiencies with respect to priorities within a framework of a comprehensive plan and planning. We need to ask what is really necessary in the collective sense and eliminate unnecessary programs. Remember – see #3 above for comments (under "Oren & Carol Floyd").*
- *Thank you InterACT for ALL of your wonderful effort!!! As a co-host, on behalf of S.P.A.N. (Students for Political Activism Now), I deeply apologize for the lack of people. I really appreciate your still doing this questionnaire (Sara Negless).*
- *Thank you (ICC) for picking up the slack for this public discussion. It has been too quiet!*
- *I need to hear how the decision-makers are going to receive this final product, and to what degree they are going to pay attention to it.*
- *If you can talk Oregon into fixing Delta Park, the transportation problem would be fixed in Clark County. The HOV lane is stupid. I went to Portland two times during rush hour traffic last month and the HOV lane was almost empty. I counted three cars in the HOV lane while traveling to Portland. This is what is causing the traffic tie-up on I-5 in Clark County -- forcing traffic into two lanes while the inside lane is almost empty. NO LIGHT RAIL IN CLARK COUNTY.*

7.11 Other mobility issues:

- *More bus stops & bike routes*
- *Bike lanes, bus stops. Downtown busses in Vancouver. Even if we have to pay more tax.*
- *Concern about crosswalks and amount of time to cross.*
- *Low curbs, better sidewalks (some are dangerous)*

- *Crosswalks – timing on crossing – time limit*
- *Concentrate on improving bus service/stops/timetables, NOT on bike lanes and light rail*
- *Ferry link to Airport*
- *High speed rail (N-S)*
- *Commuter rail (Camas)*
- *Pedestrian crossing on Ft. Vancouver Way by Clark College*
- *Bike lanes, pedestrian sidewalks, pathways*
- *Add more pathways, sidewalks for elderly*
- *Bus to Brush Prairie – low ridership – why do we do this?*
- *Increase vehicle title / registration tax – won't support if dedicated to transportation*
- *Airports*
- *Transit service for disabled*
- *How can we use our railroad assets to expand capacity? Chelitchie Railroad in particular.*
- *Pathways, bike paths and buses*
- *Bike lands and pedestrian-safe arterials*

7.8 Transportation Funding/Spending:

- *It should be one or the other.*

12. If we have to increase transportation funding, how likely are you to support or vote for each of the following?

- *Cigarettes or alcohol (sin tax)*
- *Need to ask about an income tax (state level)*

12.11 Implementing Bridge Tolls or Similar “Pay to Use” Propositions

- *Pay time / more at certain (peak) times*

**INTERACT'S
TRANSPORTATION PRIORITIES PROJECT
WRITTEN COMMENTS FROM AREA MEETING PARTICIPANTS**

**InterACT First Thursday
October 3, 2002**

1. What are your "priority" transportation issues or projects?

1.A.) What are your highest priority transportation related issues or projects concerning your neighborhood or local community?

- *Third bridge on the Oregon side is back on the "burner". (Senator Tom Hartuney (District III, Portland) and Oregon is working on a new freeway from I-5 about Tualitin going NW and on West side at Hillsboro and then North-East back to I-5, probably Ridgefield?? The bridge would be Phase II. I have had discussion with Senator Tom Hartuney (sp?) on three different occasions.*
- *Better public transit/light rail, sidewalks*

1.B.) What are your highest priority transportation related issues or projects concerning travel throughout the Clark County Region?

- *Light rail*

1.C.) What are your highest priority transportation related issues or projects concerning travel to and from Portland/Oregon?

- *Light rail*

6. If additional funds had to be raised for Clark County transportation projects which funding mechanism(s) would you support or vote for? (Please mark your top few choices and feel free to comment)

	Federal Gas Tax Increase	✓	Hotel/Motel/Rental Car Services Sales Tax
✓	State Gas Tax Increase	✓	Business License Fee or Employer Fee
	Regional Gas Tax Imposed/Increased	✓	Bridge Tolls or other Pay-To-Use (Interstate)
✓	Vehicle Title/Registration Fee Increased		Increase Public Transit Fares
	Impose a Fee on Miles Driven by Cars		Public/Private Funding Partnerships
	Increase Fees on Truck Weight/Miles Driven		Impose/Increase System Development Charges
	Additional Property Tax	✓	Local Improvement Districts
	Additional General Sales Tax		

- *Long term general obligation bonds*

8. **What are the most important strategies/actions we must take to help the Clark County Region to be more effective at addressing transportation issues and in turn contributing to the region's livability?**

- *Save SURFACE from increased clutter (?). Put TUNNELS (subways – under river, etc.)*
- *How about MONORAIL SYSTEMS? Minimum surface footprint.*

4. **Is there anything else you would like to contribute/communicate?**

- *TUNNELS!!*

7.12**Other mobility issues:**

- *Sidewalks near schools very important*
- *Transit to rural communities*
- *Third bridge*
- *Toll okay – worked well on I-5 bridge 40 years ago*
- *General aviation*
- *Continuous sidewalk links throughout urban area and in rural centers*
- *Transportation for elderly/disabled*
- *Rail freight will max out in about 2-3 years*

**INTERACT'S
TRANSPORTATION PRIORITIES PROJECT
WRITTEN COMMENTS FROM AREA MEETING PARTICIPANTS**

**Miscellaneous Comments
(not from area meetings)**

1. What are your “priority” transportation issues or projects?

1.A.) What are your highest priority transportation related issues or projects concerning your neighborhood or local community?

- *We need public transportation from our downtown to Vancouver, or on to Portland. Many “elderlies” NEED public transportation!*
- *77th Street in Hazel Dell*
- *Slower traffic – lower speed limit*

1.B.) What are your highest priority transportation related issues or projects concerning travel throughout the Clark County Region?

- *Our section of the county is becoming congested – need public transport.*
- *Too much traffic – not enough alternative routes*
- *I think this area could use some direct “express-type buses/vans. Recently I inquired about bus service to Clark Community College from Battle Ground, and was told that, with transfers (3 buses total) and wait time, it was almost a two-hour trip each way. That is ridiculous for a trip that takes 30-40 minutes by car. Further, if you take night classes, you have to find your own ride because C-Tran stops running after 9:30 pm, I believe. I’m sure that on any given day during the school year you could find enough people who either work and/or attend classes to run a direct bus at least from Battle Ground Park and Ride four times a day (in time for morning classes, around lunch time, in time for evening classes to begin, and after evening classes end). You might even want to include separate buses for Yacolt, Amboy, and Ridgefield, and perhaps consolidate the runs in the evening.*

1.C.) What are your highest priority transportation related issues or projects concerning travel to and from Portland/Oregon?

- *Public transportation between the two cities*
- *Better control of traffic – alternatives for getting to and from*

7. If additional funds had to be raised for Clark County transportation projects which funding mechanism(s) would you support or vote for? (Please mark your top few choices and feel free to comment)

✓	Federal Gas Tax Increase		Hotel/Motel/Rental Car Services Sales Tax
✓	State Gas Tax Increase		Business License Fee or Employer Fee
✓	Regional Gas Tax Imposed/Increased	✓	Bridge Tolls or other Pay-To-Use (Interstate)
	Vehicle Title/Registration Fee Increased		Increase Public Transit Fares
	Impose a Fee on Miles Driven by Cars		Public/Private Funding Partnerships
	Increase Fees on Truck Weight/Miles Driven		Impose/Increase System Development Charges
	Additional Property Tax		Local Improvement Districts
	Additional General Sales Tax		

9. What are the most important strategies/actions we must take to help the Clark County Region to be more effective at addressing transportation issues and in turn contributing to the region’s livability?

- *Need to inform public of possibilities for solutions and be sure public feels money is well spent – no boondoggles*

4. Is there anything else you would like to contribute/communicate?

- *To make public transit attractive to more people, it needs to meet some or all of the following criteria:*
 1. *It should be convenient--no more than 15 minutes walk or drive to a Park and Ride. If I have to drive 20-30 minutes to get to a bus stop, I may as well drive the entire way and have the convenience of arriving and leaving when I wish.*
 2. *The trip itself should not be more than 20 minutes longer than driving to the same location (and could well be quicker, if HOV lanes were in use).*
 3. *Runs at convenient times. Right now I don't think you can go to Portland (now that we can get a free library card in their system) for just half a day by bus.*
 4. *Saves money in other ways--as in parking fees. C-Tran did not run an early bus from Battle Ground for Fred Meyer Day (breakfast) at the Clark County Fair. Their reasoning was that they couldn't spare a bus from commute time to do so, even though the bus would be full. They ran one later, but if you got in line too late, you missed breakfast, so you had to drive if you wanted to get there in time, and then pay \$5 to park. Why not see if you can talk to Laidlaw (the school bus company) about renting some buses--after all, they're just sitting in the bus lot anyway, and maybe you could get them to donate them as a way to give back to the community.*
- *I was prepared to vote for Referendum 51 until finding out that Clark County would see very little of the money. Let Seattle solve its own problems – like the Kingdome they still are paying for, even though it is no longer there. Clark County loses enough money already across the river in income taxes and sales tax revenues.*
- *If they want light rail here, it needs to run out to Ridgefield and Battle Ground, Yacolt and Amboy, and those stations need to be built concurrently. Many will not vote to pay taxes for a station to “perhaps” be built 30 years from now.*

Transportation Priorities Project: Dream It/ Fund It / Build It

One Response from Original Input and Participation Form **Prior to Area Meetings**

Please respond to as many of the following questions as you care to. You can provide your input in a computer document via e-mail (this is preferred), or provide a hard copy, or simply write your answers on this form. Thanks again for your interest and participation.

The underlying premises of the Transportation Priorities Project are:

- 1) The quality of life in Clark County, and the vibrancy of the many communities in the region, can be better served by the region's transportation system;
- 2) The transportation system would improve if citizens, stakeholders, jurisdictions and communities of the Clark County region could achieve a reasonable level of agreement on a set of high priority and high value-added transportation projects to build in the next 10 years or so;
- 3) Greater progress could be made if the region's citizens, jurisdictions and communities could identify the key barriers (the things that get in our way) to making progress in developing the transportation system; and
- 4) The citizens, jurisdictions and communities in the Clark County region should work together to develop transportation funding strategies that result in more local control in determining the development of the region's transportation system

Strongly Disagree

Strongly Agree

Question #1: Do you agree with the premises listed above?

1

2

3

☒ 4

- Strongly agree – The TPP group must seek “highly valued” projects that bring a “Return on Investment” and improve the quality of life of the citizenry and business community as a whole. The recent Transportation and Trade Partnership process and study effort controlled by the establishment and its planners appeared to have a preconceived agenda to promote LRT at the expense of creating additional road capacity. If 80% plus of the county transportation budget for the next 10 years is taken to build LRT, a lot of people must agree at least 50% plus one vote.
- The current region’s transportation system has many holes in it, based upon local, State and Federal LOS standards. Clark County’s GMA document and its transportation section authors, wanted concurrency requirements placed on its elected officials. The State legislature removed the mandated requirement to fix all identified transportation inadequacies. I strongly agree that the region (so far) has not taken steps to identify and fix the transportation inadequacies and if through this effort steps are taken, that would be great.
- I strongly agree in the importance of the citizens, jurisdictions and communities coming together to identify and value all proposed transportation projects.
- Open and unfettered process is critical. Transportation planners are given too much lead with little checks and balances, allowing them to control the process and discussion. An example is the discussion and priority given to LRT when I-5 urban interstate highway corridor is at LOS “F” today. The addition of an LRT loop through Clark County connecting MAX along I-205 at the airport to MAX on I-5 at the EXPO Center will not reduce by one lane needed capacity in the I-5 corridor. Honesty must be part of all discussions. The justification of LRT is in bringing Clark County into the appearance of being part of a World Class Metro Community. It can bring vibrancy, development, and investment, but it will not reduce the need for additional real road capacity needed to create jobs.
- I strongly agree that the citizens, jurisdictions and communities must work together.

TPP is seeking “highly valued” transportation project ideas, i.e. projects that will add significant value to those immediately impacted and will also contribute significantly to improving the form and function of the region’s overall transportation system. TPP will provide an innovative process for evaluating these projects to get a sense if there are some that are a high priority to most of the people participating in this effort.

Question #2: What other criteria would you suggest for defining and evaluating these “highly valued” transportation projects?

- Projects providing long term cures rather than short term
- I think transportation improvement investments should be based upon its ROI, quality of life improvements, meeting transportation Level of Service standards, present value investment standards, and the percentage effect that can be measured to be received by the people of each community.

Question #3: What local or regional transportation project(s), that meet the criteria mentioned above, would you submit for consideration in the Transportation Priorities Project?

- Transportation Project Name:
 - A west side bypass freeway or tollway
 - A heavy rail commuter train
- The scale of the project (i.e., very local, a community, across communities, across the County):

- *Across county and state lines must be considered*
- The community or interest group that is most immediately impacted by this project:
 - *Current and future tax paying commuters*
- A short description of the project (a few sentences):
 - *A freeway or tollway bypassing Vancouver and Portland to the west would help commute times and tie the west side of Portland to north Clark County, benefiting both. Pay existing rail companies to provide commuter service to the I-5 corridor with stops, speed and parking.*
 - *Trains could be cost-effective with the proper public payment or trade plan!*
 - *A lot of transportation projects should be considered:*
 - 1) *A new West Side Urban Interstate Highway Corridor. A permanent long term solution before it is impossible to buy the right-of-way.*
 - 2) *A new Port to Port Local Causeway, Rail Bridge, Truck Bridge, Light Rail Transit Bridge combination and alternative to trying to make the I-5 into something that we cannot afford to build. Buys us time at less cost over the next 20 years.*
 - 3) *New I-5 Interstate Bridge. Adds needed North/South capacity.*
 - 4) *LRT into Clark County. High image, excellent urban planning and investment tool.*

Question #4: What do you consider to be the most significant barrier(s) to building and improving the Clark County region's transportation system?

- *Nobody wants higher taxes! Finance the projects with fuel tax or maybe tolls on new "toll only" thoroughway (bypass). Maybe bonds would be good to use with the stock market down. Jurisdictions must cut red tape and delays and reduce costs.*
- *The most significant barrier to building and improving the Clark County's Regional Transportation System is the impact of very large transportation projects and their financial impacts. The second most significant barrier is the voters. The third most significant barrier is special interests and politics.*

Question #5: What could citizens, stakeholders, jurisdictions and communities in the region do to improve the region's ability to compete for state and federal transportation dollars?

- *Raise money through bond sales now so it is available when federal money comes available. There are many grants and low interest loans available to study or develop new ways to get the money.*
- *Efforts like this which consolidate options to consensus choices, eliminate competing efforts for dollars.*

Question #6: What criteria would be critical for the creating and evaluating possible local and regional transportation funding mechanisms?

- *Cost impact vs. benefit to specific groups. These have not been applied to the same people in the past.*
- *The most important criteria for evaluating local and regional transportation funding is the degree of acceptance of a transportation project. However, when a project like a new Port to Port bridge can bring funding from maybe 10 major sources, it improves the probability of making a project a reality.*

Question #7: What local and regional transportation funding mechanisms would you consider to be preferred (i.e., satisfy whatever criteria you most value)?

- *In order of preference: 1) bonds; 2) toll bypass; 3) fuel tax; 4) sales tax.*
- *Vote by the people to fund transportation investment is preferred. We need to share in Federal funding of transportation investment.*